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REFERENCES

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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(FOR KEY SEE REVERSE)

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- Comment: The Maritime Arbitration Commission also comes under the jurisdiction of the Ministry of the Maritime and River Fleet.

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THIS IS UNEVALUATED INFORMATION

1. The All-Union Board of Trade (Vsesoyuznaya trgovaya palata) was an associated organization of the Ministry of Foreign Trade responsible for promotion of Soviet foreign trade. The Administration of the All-Union Board of Trade was located in Moscow on an unidentified street where the Ministry of Finance building was also located. 25X1
2. In February 1954 the president of the All-Union Board of Trade was Mikhail NESTEROV, former USSR trade representative in the Netherlands. A rather large number of employees of the All-Union Board of Trade were graduates of the Foreign Trade Institute. The All-Union Board of Trade was composed of:
 - a. All-Union Board of Trade Administration. (Upravleniye vsesoyuznoy trgovoy palaty)
 - b. Maritime Arbitration Commission. (Morskaya arbitrazhnaya komissiya)
 - c. Arbitration Commission (Land). (Arbitrazhnaya komissiya)
 - d. Leningrad Fur Auction House. (Leningradskiy pushnoy auktsion)

3. [redacted] there was a spacious and very well organized exhibition hall belonging to the All-Union Board of Trade in Moscow, located in the Board's administrative building. The exhibition was open throughout the year and advertised Soviet manufactured consumers' goods. Only top quality goods were exhibited and they were indeed of an excellent quality, never available in stores to the Soviet population. The All-Union Board of Trade was responsible for supplying commercial information to prospective foreign buyers. In some instances this was done directly by the All-Union Board of Trade answering inquiries of buyers, but more often it was accomplished through the responsible All-Union Association dealing with the type of goods requested by such buyers. In this way the All-Union Board of Trade was a kind of central governmental body, maintaining liaison between foreign buyers with the various All-Union Associations physically conducting Soviet foreign trade. 25X1

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4. The Maritime Arbitration Commission was organized sometime in the 1920's as a counterpart to the British Lloyd.

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As presented lectures, prior to the establishment of the USSR Maritime Arbitration Commission all arbitration matters involving Soviet vessels and their freight were under the jurisdiction of either British Lloyd or another similar organization with administration in Amsterdam. Quite often, especially in court proceedings following the concluded "rescue contracts" 1. (spasatel'nyy kontrakt), there were disagreements between the USSR and Lloyd agencies which, according to the lecturer at the Foreign Trade Institute, were prejudiced against the Soviet Union. Until the Maritime Arbitration Commission was organized, the USSR vessels on the high seas, if in distress, had no choice but to agree to conditions of the rescue contract as drawn by the British or Amsterdam Lloyd and to put themselves at the mercy of these agencies. In order to put an end to this situation the Maritime Arbitration Commission was organized in the USSR and a number of distinguished Soviet personalities, well-known abroad as experts in International Law, were appointed to this commission as arbitrators. Among them was Professor KEYLIN, a renowned expert on international transport law. After an initial period of distrust when foreigners were reluctant to accept the jurisdiction of the Soviet-controlled arbitration agency, actual practice proved that just and unprejudiced procedures were followed by the USSR Maritime Arbitration Commission and from that time on practically all foreign vessels accepted the jurisdiction of this commission without protest. In each individual case it was left to the discretion of the owner of the foreign vessel to select the USSR Maritime Arbitration Commission arbitrator to adjudge the case. According to the bylaws of the Maritime Arbitration Commission, its decisions were final and, as such, could not be appealed.

5. The Arbitration Commission (Land) of the All-Union Board of Trade was created late in 1920's for the purpose of arbitration in all matters pertaining to foreign trade other than on the high seas. The offices of the Arbitration Commission were located in the building of the All-Union Board of Trade. All trade agreements concluded by any all-union association contained a clause specifying the jurisdiction of the Arbitration Commission of the All-Union Board of Trade in case of disagreement. Soviet economic organizations abroad such as USIA, USIQ, USIV, SNU and others which were authorized to accept arbitration of foreign arbitration agencies were exempt from this policy. Decisions of the Arbitration Commission of the All-Union Board of Trade could be appealed to the Supreme Court of the USSR (Verkhovnyy sud Soyuza SSR). A number of well-known Soviet personalities were appointed as arbitrators on this commission and a list of their names was always put at the disposal of the trade partner in order to select an arbitrator to whom he would like to entrust his case. Several lecturers of the Foreign Trade Institute, such as Professor Mrs. Yekaterina Abramovna FLEYSHITS, an expert on foreign civil law, Professor Sergey Kirillovich MAY, an expert on French and Italian civil law, and Professor LUNTS, an expert on Anglo-Saxon law, were at one time among the arbitrators on the Arbitration Commission of the All-Union Board of Trade.

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6. The Leningrad Fur Auction House. 2.

1. Comment: Rescue Contract (spasatel'nyy kontrakt). Supposedly a document signed by the captain of a vessel in distress on the high seas, agreeing to the payment of a certain amount of money to another vessel which would come to its rescue in salvaging the imperiled vessel and its freight.

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